

Figure 1: Asymmetrical Brake Forces and Interference Yaw Torque

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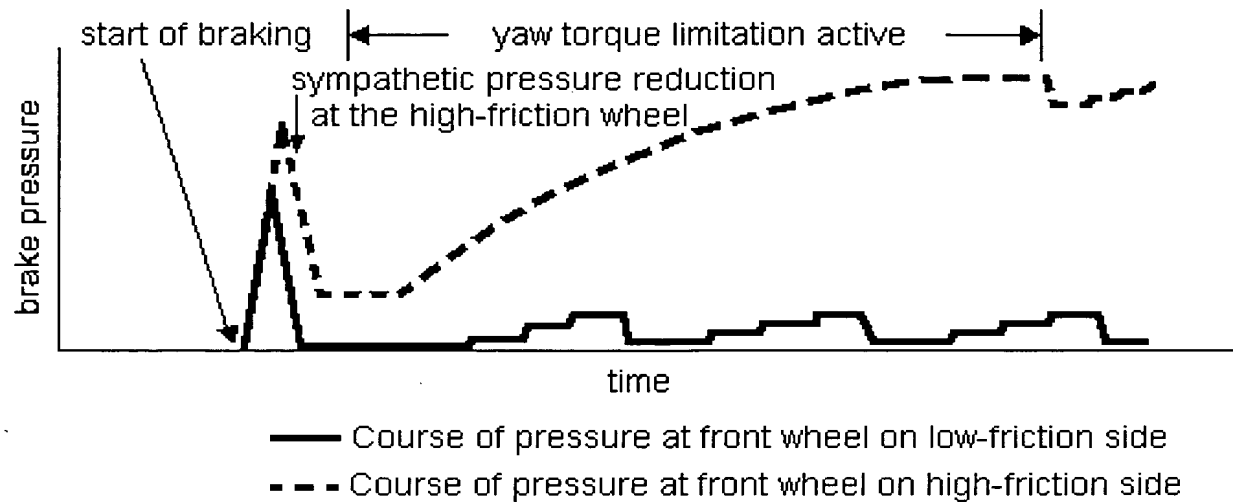


Figure 2a: Course of Pressure at Front Axle with Active Yaw Torque Limitation

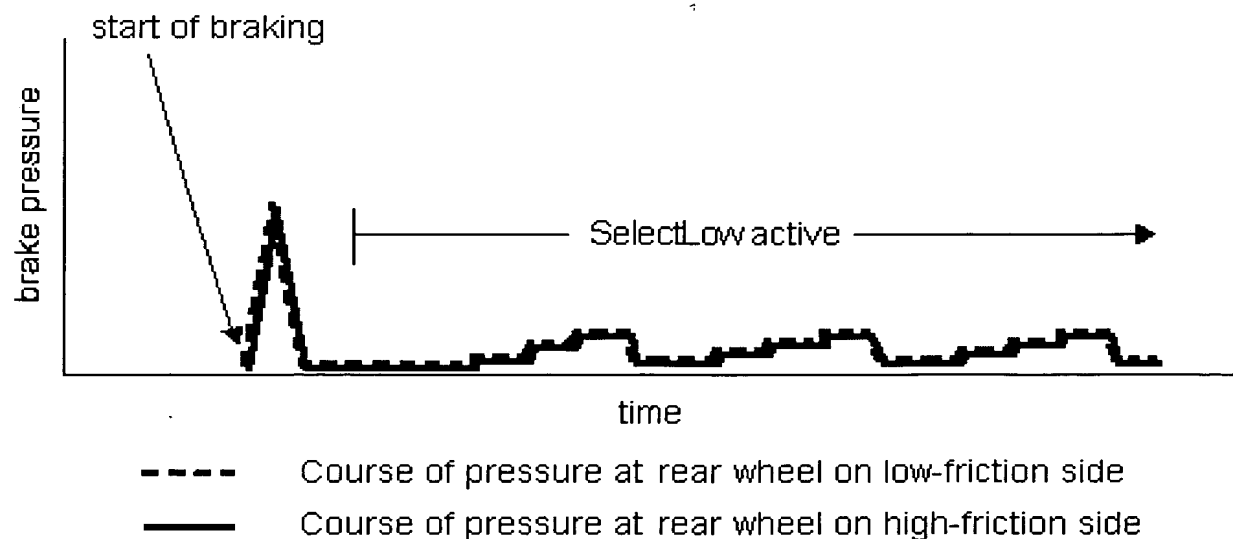


Figure 2b: Course of Pressure at Rear Axle with Active SelectLow

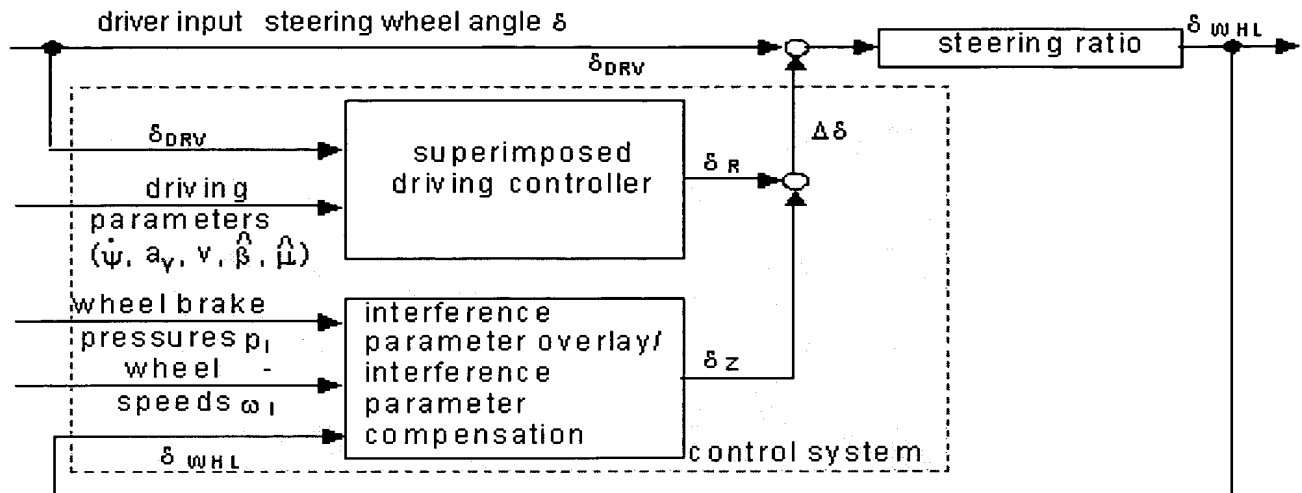


Figure 3: Block Diagram with Representation of the Control System with Interference Parameter Overlay and Superimposed Driving Control

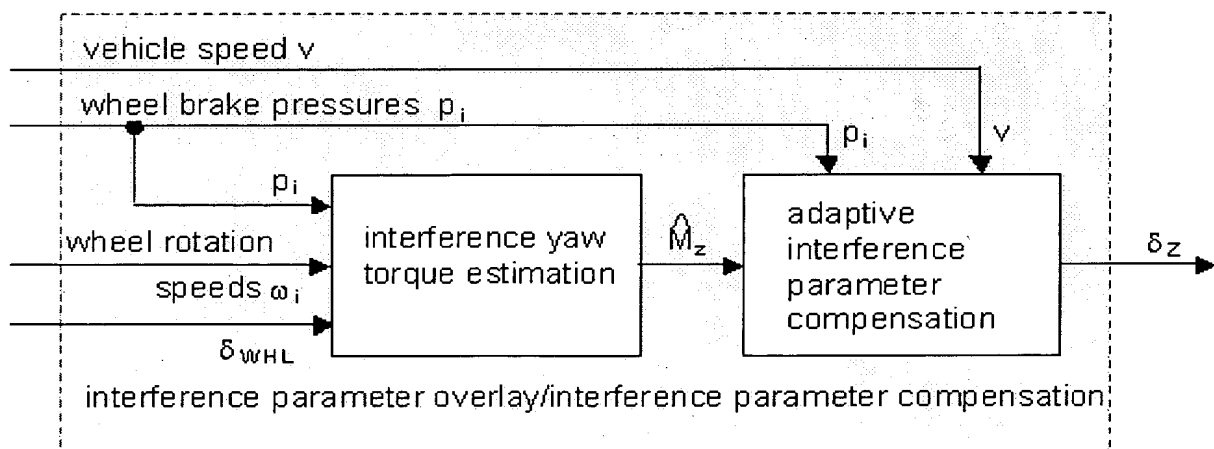


Figure 4: Interference Parameter Overlay with Estimation of the Interference Yaw Torque

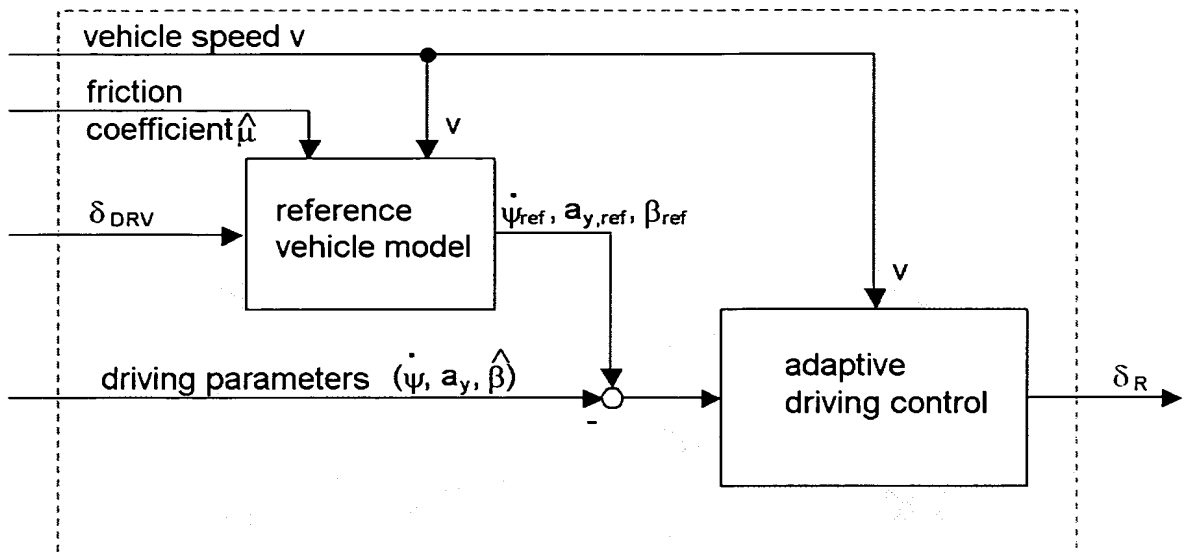


Figure 5: Superimposed Driving Control

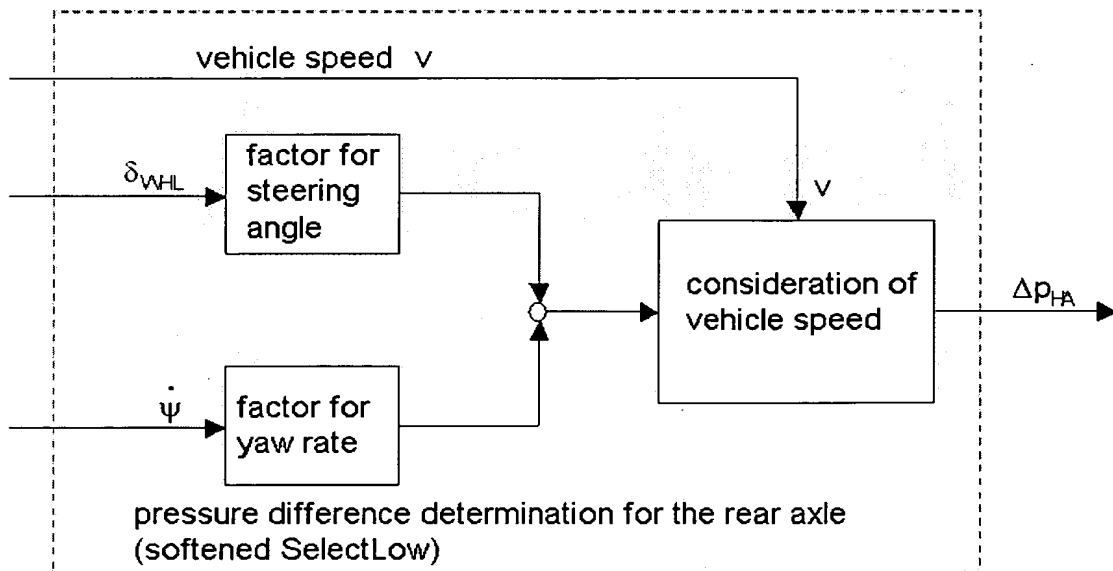


Figure 6: Determination of the Pressure Difference on the Rear Axle on the Basis of the Driving Dynamics Condition of the Vehicle

→ The lateral acceleration should be considered in the same manner as the speed  $v$ !

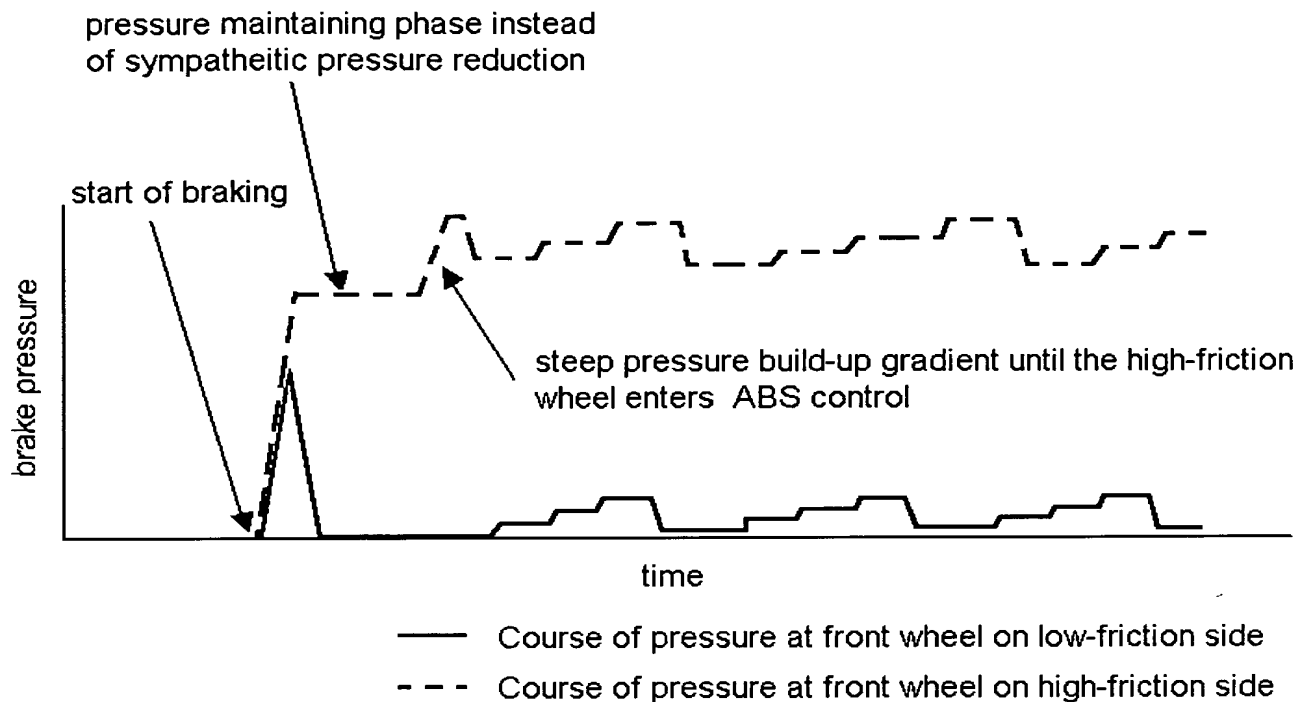


Figure 7a: Pressure Development on the Front Axle with Adapted Yaw Torque Limitation (Possible Due to Automatic Countersteering of the Control System)

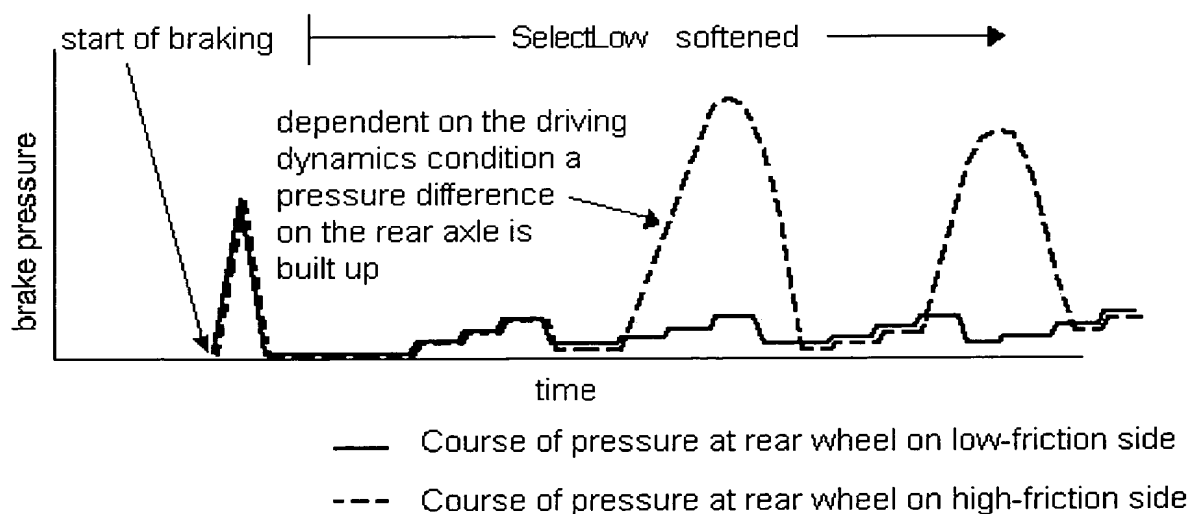


Figure 7b: Pressure Development on the Rear Axle Due to Softening of SelectLow (Possible Due to Automatic Countersteering of the Control System)

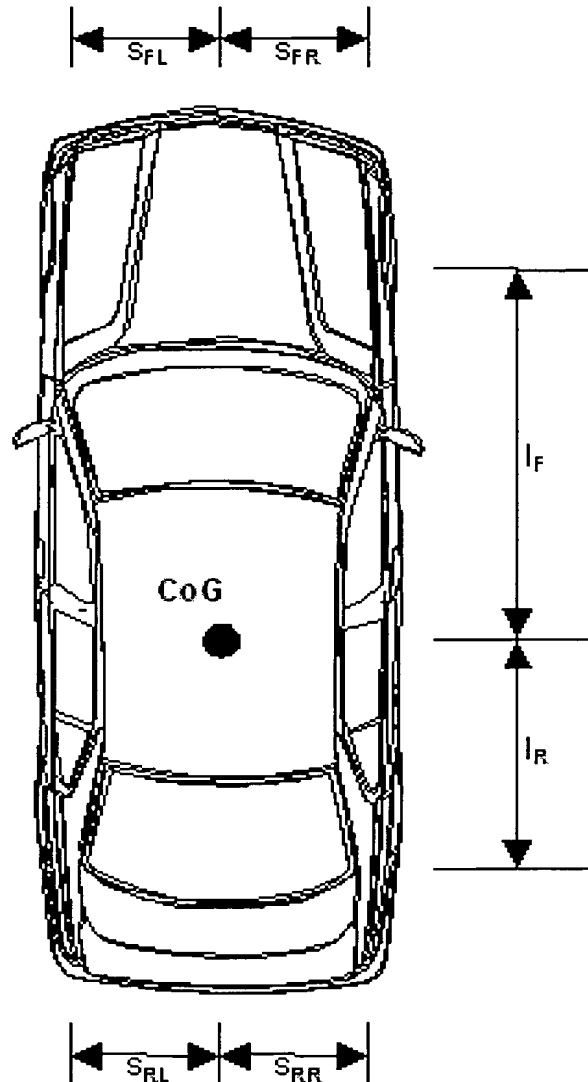


Figure 8: Vehicle Geometry

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Figure 9

ABS control cycle

